(c) and (d). The competitiveness of Indian steel vis-a-vis imported steel in the domestic market would depend upon various factors such as quality, landed cost at ports, freight to location of consumer, etc. As per available information for the month of October, 1996, the landed cost at ports, calculated on the basis of average import prices, of Tin Plates (Oil-can-size), Billets (IS-2830; 80/100 mm), pig iron (LM Gr. IV and HR Coil TMQ 2mm) was less than the existing policy, import of steel is freely allowed. However, provision exists in the Customs Tariff Act, 1975 and the rules framed thereunder to investigate cases of dumping and levy an additional customs duty, if it is established that such dumping causes material injury to the domestic industry. The Designated Authority under the aforesaid Act has not, as on 05.12.1996, received any petition for imposition of Anti-Dumping Duties on any steel product.

*[English]*

**AIR Station, Leh**

2973. SHRI P. NAMGYAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government have received complaints from Leh Station of AIR regarding distortion of Ladakhi culture and language together with frequent breakdown of the transmitter and poor relaying system;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir. Some Comlaints about falling standards of programmes along with breakdowns in transmitter operation and deterioration of relay quality from AIR, Leh have been received in the past.

(b) Breakdown details for AIR, Leh for the year 1994-95, 1995-96 and from April 1996 to June 1996 are enclosed in the statement.

(c) VHF link and microwave links between studio and transmitter at AIR, Leh have been provided to ensure better quality of broadcast. Efforts are being made on a continuous basis to improve the working of AIR Station, Leh. The Station has been asked to review the programmes and ensure that these are tailored to meet the requirements of listeners.

**STATEMENT**

*Details of Breakdowns of AIR Leh during 1994-95, 1995-96 and from April, 1996 to June, 1996*

| Year | Irg. His Radiated | Gear B D | % of Gear Gear B D | P/s B D | Percen-tage | Other Causes of B D | Percen-tage | Total | Percen-tage (Overall) |
|---|---|---|---|---|---|---|---|---|---|
| | H M | H M | | H M | | H M | | H M | |
| 1994-95 | 7049.41 | 0.39 | 0.009 | 3.49 | 0.056 | 3.26 | 0.048 | 7.54 | 0.112 |
| 1995-96 | 7180.00 | 1.20 | 0.017 | 1.05 | 0.013 | 4.43 | 0.06 | 7.08 | 0.091 |
| April, 1996 to June, 1996 | 1980.00 | 05.18 | 0.252 | 0.20 | 0.016 | 0.04 | - | 5.42 | 0.30 |

*[Translation]*

**Train Accident**

2974. SHRI DADA BABURAO PARANJPE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the 1348 up passenger train going from Agra to Jhansi met with an accident on the evening of November 3, 1996 near Sank Station situated in Central Railway Zone as a result of which its engine turned upside down and five bogies were derailed;

(b) if so, the details thereof;

(c) whether the Government have conducted any enquiry in this regard;

(d) if so, the findings of the enquiry; and

(e) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Yes, Sir. On 3.11.96, at 7.30 hrs, one dead loco, along with four coaches and two SLRs of 1348 Agra Cantt.-Jhansi Passenger train derailed between Morena and Sank stations of Jhansi Division of Central Railway.

(c) and (d). An enquiry conducted by a Committee of Officers has concluded that this derailment occurred due to old rail flaw.

(e) Two Permanent Way Inspectors have been taken up under Railway Servants (Discipline & Appeal) Rules.

*[English]*

**Increase in Inventory of Steel Products**

2975. SHRI AMAR PAL SINGH : Will the Minister of STEEL be pleased to state :

(a) whether there has been substantial increase in the inventory of steel products at various stockyards of the Steel Authority of India Limited during the current financial year so far;

(b) if so, the details thereof; and

(c) the reasons identified therefor?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) and (b) Yes, Sir. There has been increase in inventory of steel products at various stockyards of Steel Authority of India Ltd. (SAIL) during the current financial year. The details are as under :-

Stocks in Stockyards in '000 Tonnes

| | | |
|---|---|---|
| As on 1.4.1996 | - | 404.4 |
| As on 1.12.1996 | - | 840.7 |

(c) The main reason for inventory build up is the subdued demand situation which, in turn, depends on interplay of a number of factors such as availability of funds with consumers, cost of credit, competition from domestic sources as well as imports, overall industrial growth etc.

**Gauge Conversion**

2976. SHRI K. PARASURAMAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have taken decision on the conversion of metre gauge railway lines into broad gauge in various parts of the country during the Ninth Five Year Plan;

(b) if so, the details thereof;

(c) whether there is any such proposal for the Railway line between Chengalpattu Junction and Arakonam Junction via Kancheepuram;

(d) if so, the time by which it is likely to be converted; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) The details have not yet been finalized.

(c) Yes, Sir.

(d) During the Ninth Plan.

(e) Does not arise.

**Train Accidents Occurred in Bilaspur Division**

2977. SHRI MANHARAN LAL PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) the details of train accidents occurred in Bilaspur division between July 1, 1996 and October 30, 1996;

(b) the total loss suffered by Railways due to these accidents;

(c) the number of passenger trains/goods trains which were defferred for a long time during this period;

(d) whether priority is given by Bilaspur division to goods trains as compared to passenger trains; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) There were three consequential train accidents in Bilaspur Division during the period 1.7.96 to 30.10.96.

(b) The approximate cost of damage to railway property is Rs. 1.77 crores.

(c) As a result of these accidents, four passenger trains were cancelled, three terminated short of destination, one express train was run via a diverted route and 70 goods trains suffered detention.

(d) Passenger trains are given presedence over goods trains as per laid down operating procedure.

(e) Does not arise.

**Entry of International Media**

2978. SHRI N.K. PREMCHANDRAN :
DR. T. SUBBARAMI REDDY :
SHRIMATI SUMITRA MAHAJAN :
SHRI SONTOSH MOHAN DEV :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government propose to allow the entry of foreign players into the print of electronic media;

(b) whether his Ministry has permitted uplinking signals from Indian soil by private TV operators to foreign satellite;

(c) if so, the details thereof;

(d) whether recently any private operator uplinked signals from Indian soil;

(e) whether a meeting was held in September 1996 to allow entry of foreign media in the country;

(f) if so, the details thereof; and

(g) the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Regarding Electronic Media, the Government is in the process of enacting legislation on